

VAN DYKMAN'S LARD COMPANY.

[illegible]

X NEW ZEALAND COMPANY.

the court said that the defendant's actions were not in the public interest. The court also found that the defendant's actions were not in the public interest. The court also found that the defendant's actions were not in the public interest.

Capital \$100,000, in 11,000 shares, of \$10 each. — Registered in the State of New York.

1. *Journal of the American Medical Association*, 1934, 102, 1021-1022.

EASTERN COUNTIES RAILWAY

[illegible]

—SOUTHAMPTON AND WOKERHAMPTON RAILWAY.—

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Wang et al.

and the fact that the company has been in the business for over 100 years, it is a well-established and reputable company. The company's products are of high quality and are widely used in the industry. The company's services are also of high quality and are widely used in the industry. The company's products and services are of high quality and are widely used in the industry.

...the ... was reported to the ... and the ...
... We believe and hope that the ...
... shipped. - *Washington Herald*.

police, said Mr. Jones submitted the papers.

Liverpool, who, with their characteristic enthusiasm, entered warmly into the scheme. Mr. Henderson was one of the foremost to join in the undertaking, and to him the credit is due of procuring Mr. James's views. I have never seen Mr. Henderson's pamphlet, to which "H. S." alludes, nor do I know on what it treats, but I know that in March, 1872, Mr. James, having taken an outline survey of the proposed line, formed his estimate, and then secured himself of the practicality, was able at once to lay his observations and experience before these spirited operators, who immediately subscribed £100, or £400, for the survey and report. The bills were pending two years, during which time Mr. James was engaged in surveying lines for railroads in other parts of the country, on one of which he published, in 1873, a *Report on the Advantages of an Engine-Railway through Kent, Surrey, Sussex, and Hants*, in order to connect the metropolis with Brighton, Chichester, and Portsmouth. It may be remarked, that he did not then contemplate the immense expenditure which has since taken place in the formation of the various railroads throughout the kingdom. These eminent engineers who have carried out his great designs here, of course, improved in science, but it is clear that his mind embraced the whole extent of the locomotive system, many years before it was commenced—first, on rails, and subsequently by railways—as appears from the following quotations from the above-mentioned early essay on the subject:—Page 6. "Assumed locomotion will in a great degree compensate for a diminished currency," and "consequently, low prices be made compatible with increased profit." . . . Steam-power is the best agent adapted to obtain these results."—Page 13. "By railroads, the conveyance may be equally regular and secure as by a mail-coach, and more equidistant, if required."—and also, in page 19, "By the speed and cheapness of steam-carriages on railroads, upon is nearly destroyed." His advanced *low fares*, as that the poor might derive benefit from the system, and thereby an increased revenue be returned by numbers, in the same manner as the penny postings; and how could this important improvement have been effected without the economic agency of steam? It is, then, the origin and progenitor to which the chief merit rests. What the lever is to mechanics, the railway system is to society—being one of universal application, and equally great with printing or the steam-engine—every one, from the sovereign down to the peasant, experiencing its benefits—for now, instead of drawing, at a slow pace, the coal waggon train, it is destined to be the swift carrier between continental states, promoting commerce and social intercourse—a work, bringing about that great moral revolution of which we are privileged to see already the approaching dawn.

March 12. PHIL-MECHANICS.

INSTITUTION OF CIVIL ENGINEERS.

March 21.—The President in the chair.

The paper read was by Mr. C. H. Gregory, engineer of the London and Croydon Railway: It treated of railway cuttings and embankments, with an account of some slips in the London clay. An outline was given of the general principles which regulate the formation of railway cuttings and embankments, illustrating the manner in which these works are affected by the geological character of the earth employed, or that were cut through. The paper then gave a detailed history of some heavy slips in the London clay, which had occurred under the observation of the author, on the London and Croydon Railway, and described the means adopted for clearing the railway from the immense masses of clay with which it was covered, to a depth of from six to twelve feet, and for confining the passenger trains to run without hindrance during the time of repairing the damage. The cause of these slips was then fully considered, and it appeared evident that in nearly every case they proceeded from the combined action of air and water—the latter entering in rainy seasons by the cracks formed by the drying action of the former, until the mass of upper yellow clay, being detached, moved by its own weight, and sliding upon the blue clay, the surface of which was reduced some half by the percolated water, was precipitated into the cutting. The means adopted for preventing the recurrence of such events were fully considered, particularly the introduction of gravel buttresses and revetments through and at the foot of the slips, a system which has been perfectly successful.

In the discussion which ensued, the means adopted were generally approved; many instances were given of the use of similar gravel buttresses on other railways; the importance of extensive surface drainage, and of freeing from water the slopes and embankments, was insisted on; the interesting question of the group or pressure of the slip of old slips was examined, and it was concluded, that in almost all cases it was the roof or upper rocks that sank down—the rest of the village of Waltham was retained, which place had been sunk vertically between strata and twenty feet lower, in consequence of the expansion of the soil from beneath it by the action, under the direction of the late Mr. Haile. The further discussion of the question was adjourned until the next meeting, April 3, when the monthly lecture for members was announced to take place, and the following papers will be read:—"Account of the Railway from Amsterdam to Rotterdam, and of the Principal Works upon it," by Le Chevalier F. W. Conrad, M. Sc. Inst. C. E. (translated from the French by C. Murray, secretary).—"Description of the Piling Machine used at Montrose Harbour Works," by G. F. Page, Assoc. Inst. C. E.—"Account of a Series of Experiments on the Comparative Strength of Solid and Hollow Axes," by C. Gough.

COMPARATIVE COST OF CAST AND WROUGHT-IRON RAILS.—We last week inserted a communication by Mr. S. Lewis, on the best shape of rails; he had previously referred to the shapes, and contended that the only method of laying rails, to secure a long service, is by continuous wooden rails, thus laying them end, and then proceeds to the comparative cost of the several rails. He stated that rails cost £75 per ton, at 100 lbs. per yard, or £1000 per mile—while a cast iron rail, the shape before being disposed with, except at the buttresses, which will reduce their weight to 10 lbs. per yard, and will be equally strong with the rolled rail at 100 lbs. per yard, can be had for £15 per yard, making a difference in cost of £1750 per mile. As, however, cast rails, being of shorter lengths, will require a larger number of chains and spikes, the difference may be estimated at £1100 per mile; he, however, expressed doubts as to cast iron rails being the cheapest in the end, from solid timber buttresses being better to set, and those with heavy broken, the cast-iron rail is not so long, necessitating a vast outlay for repairs; on broken roads, however, he considered them equal and most economical.

TWO NEW VALE AND RAILWAY WORKS.—We announced, in our last, that these works, which had been advertised for sale by Mr. Haile, of Bristol, had been disposed of to private contract; the sale, we since find, had been made to the Chichester and South Coast Railway Co. for £10,000. The preliminary agreement has been signed and duly stamped, and a few weeks will see the workmen, without the transfer of the property to the purchasers, who will be paid cash on delivery. Some of the conditions of the sale of Messrs. Haile and Co. (to whom the property belonged) are as follows:—as to the sale, on the basis of the above-mentioned management, a dividend of 10s. or 12s. in the £1, while on any extension it is to be less than 10s. in the £1. There can be no doubt that the latter would be fully reached, and we hope that something better will be effected, although, as we should be sorry to take as a precedent which might not be followed, we will not venture an opinion as to the precise amount. The result shows the wisdom of carrying on the works, as, had they been sold, a sale would shortly after the bankruptcy, as urged by some, they would, doubtless, have produced a very much smaller amount.

WROUGHT-IRON WORKS.—Three works, which are situated at Fynew, have been sold to the Messrs. Haile and Co., of the Waltham Vale Works. The works will again come to be put in active operation, which will be the means of affording employment to a great number of hands, and, consequently, of great benefit to the neighbourhood.

RECONSTRUCTION OF CHICHESTER AND SOUTH COAST RAILWAY.—Messrs. J. and T. Mills, consulting engineers, of Chichester, have been awarded in a sum of £1, and under the sanction of the two parties of the works in their name. Their hands have been made of the works of the company that had been put to rest of pending progress. Mr. J. Mills said he was not aware of what had been done; he had heard that the works were not to be employed, and he had disengaged all his hands. The negotiation, however, said that action had been given in the district with some owners, but would come, in discussion these illegal positions.

MINE ACCIDENTS.

Stamford, near High Wycombe.—Two men, named Smith and Partridge, were employed in the mine, and were in the act of working at the foot of the shaft when they were struck by a large mass of coal, which fell from the top of the shaft, and killed them. The cause of the accident was the failure of the timbering in the shaft, which had been in a state of decay for some time.

Chichester, near Fynew.—A man named Smith was killed by a quantity of coal falling from the top of the shaft, which had been in a state of decay for some time.

Stamford, near High Wycombe.—A man named Smith was killed by a quantity of coal falling from the top of the shaft, which had been in a state of decay for some time.

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PROCEEDINGS OF PUBLIC COMPANIES.

COPIAPO MINING COMPANY.

The half-yearly meeting of the shareholders in this company was held at their office in Antisfria, on Thursday, the 28th inst., H. HARMAN, Esq., in the chair, when the following report was read:—

REPORT.

Since the meeting in July last, four vessels have arrived for this company, bringing 1200 tons of copper ore, of this quantity, 1200 tons have been sold, which averaged about 22 per cent. of copper, and realized £11, 10s. per ton, the remaining 120 tons, recently arrived at Antisfria, per *Capitula*, will be sold on the 31st proximo. The *Janet*, taken up at Valparaiso on the 20th Nov. last, was to sail for Copiapo in December; she will load 120 tons, and may be shortly expected. The *Margaret Hardy* (see note), chartered by the company in December last, will probably arrive out to sea in May next. At the date of the last address (Nov. 18), the manager had about 1200 tons of copper ore lying in the valley of Copiapo, over and above the 200 tons still remaining at Antisfria. The directors have been greatly disappointed at the low quality of the ore received by the last three vessels, which has only yielded 22 per cent. of copper, instead of from 27 to 30 per cent., which they were led to expect from the report of their mining captain. It is very mortifying to learn, that notwithstanding the favourable opinion given of the *Quevedo* Mine, its produce had been gradually falling off for some months past, under three circumstances, the directors have ordered the manager to cause working to, some before the arrival of the *Janet*, and some after she has been taken up.

In the month of August last, Capt. Wootton inspected a copper mine in the vicinity of Pisco, affording favourable indications; the manager, in consequence of his report, had decided to take possession on behalf of the company, and operations had already been commenced. The ore is said to be of good quality, and there was sufficient in sight to defray the expenses of a trial. The mine has been named *San Pedro*. The appearance of the *Quevedo* Mine is reported to be very encouraging, particularly at the east end, where it was expected the *Indio* would in a short time find a quantity of ore, equal in quality to any previously known there. As the workings on that side had been extended to within a few fathoms of the company's boundary line, the manager had applied for and obtained an extension of the limits, which he considers a valuable acquisition. Although at the date of the last address the *Quevedo* mine had not yielded returns to cover the outlay upon them, the expectations of ultimate success entertained by the manager and the mining captain continued as sanguine as ever. The balance of expenditure at the several silver mines of *Pampa Larga*, *San Jorge*, and *San Antonio*, in June last (a period of twenty-eight months), had not exceeded £100,000, against which there was about £100,000 of profit, on the basis of the prices of San Jorge Mine—indeed, the latter mine had nearly paid its own expenses during the past half-year. The manager reports, that the winter season of Copiapo had passed without any rain, but it was hoped that the fast of snow in the Cordillera would afford a sufficient supply of water in the river for the irrigation of the pastures, to support the company's present stock of cattle (100 head). The growing crops of grain and other produce, for the use of the establishment, are reported to be looking well.

Captain Wootton having left the company's service in April last, the directors thought it expedient to send out another mining captain, and they accordingly engaged Captain Lane, with seven additional miners, who sailed from Antisfria in October last, and will probably have arrived by this time. Being subsequently informed by their manager, that several of the miners in the company's employ, whose term of service will expire in June next, had signified their intention to return home, the directors decided to engage others to take their places, and they accordingly sent out a second party of seven miners, under the superintendence of an excellent mining captain, by the *Margaret Hardy*, on the 10th of last month.

With a view to commence as much as possible in the charges of carrying and freight, the directors have for some time past devoted their attention to the production of a small quantity of copper ore, for which a patent has been taken out. The production of the ore is effected by washing, as in the method in use in Cornwall, termed "jigging," but being carried on by machinery in the new patent separator, it is more rapid, and, at the same time, said to be more productive. They will continue their attention to any other place that may offer, likely to benefit the interests of the company. The low price of copper, and the inferior quality of the last cargoes of ore received by the company, with the heavy duty imposed on the importation of the foreign copper ore, have affected all the profits, which might have been expected from the company's operations during the past half-year. From what has been stated, it must be obvious, after a little consideration on the part of the shareholders, that it would be impossible to prosecute the affairs of the company with due vigour without some addition to the active capital. In pursuance of this conviction, the directors decided to make a call on the shareholders for 1s. per share—they have much pleasure in stating, that the call has been met in a very satisfactory manner. The engagements with the mining captain and miners have been effected on considerably lower terms than those formerly made, although from the better state of the market, and the better state of the company's affairs, the directors were enabled to do so. They beg to assure the shareholders, that, improved and well directed by the necessity of economy in the conduct of their affairs, the directors have not ceased, for a long time past, to give this important consideration to the situation of their management. In conclusion, they have to assure the proprietors that they will continue to exert their best endeavours to promote the interests of the undertaking.

The report having been received and adopted, thanks were unanimously voted to the chairman and directors, and the meeting separated.

CALLINGTON MINING COMPANY.

A general meeting of the shareholders in this company was held at the office, 41, Finsbury-square, on Friday, the 29th inst., R. HOSKINS, Esq., in the chair.—The *CLERK* having read the requisition calling the meeting, the *CHAIRMAN* read the following directors' REPORT.

The directors have called you together with much satisfaction to themselves to see before you the result of the first year's operations of this mine; the accounts laid before you, which will be found to be a very satisfactory statement of the progress of the company, and of the progress of the mine. A report will be read to you of a preliminary explanatory nature from the resident agent, Capt. Phillips, which is a very satisfactory statement of the progress of the mine, and of the progress of the company. The directors have much pleasure in stating, that the call has been met in a very satisfactory manner. The engagements with the mining captain and miners have been effected on considerably lower terms than those formerly made, although from the better state of the market, and the better state of the company's affairs, the directors were enabled to do so. They beg to assure the shareholders, that, improved and well directed by the necessity of economy in the conduct of their affairs, the directors have not ceased, for a long time past, to give this important consideration to the situation of their management. In conclusion, they have to assure the proprietors that they will continue to exert their best endeavours to promote the interests of the undertaking.

From the statement of accounts, it appeared that the amount of calls received had been £10,000, and expenditure £15,000, 10s. 6d., leaving a balance against the mine of £5,000, 10s. 6d.; but it was explained by Mr. STANLEY, that there was about £1000 worth of ore ready for sale, which, with some other funds, would reduce such deficit to about £1000.

Mr. STANLEY said Mr. Johnson's real opinion of the mine, and that he was not at all satisfied with the progress of the mine. It would be remembered, when they commenced working, he had estimated eight months to develop the resources of the mine; they had yet been only four, and even now the results, as seen from the reports, were highly satisfactory; he had no doubt, indeed, as he, they had the experience—that the ore improved greatly in depth. After a very long conversation on the character and bearing of the various bodies in the soil, and in the adjoining strata, and the future prospects of the mine, it was moved by Mr. TAYLOR, seconded by Mr. STANLEY, and carried unanimously:—That the report and accounts be received, adopted, and entered on the minutes;—and it was also moved by Mr. STANLEY, seconded by Mr. STANLEY, and carried unanimously:—That the thanks of this meeting be given to Mr. P. N. Johnson, for his valuable and efficient services in bringing the mine to a healthy state of progress. A vote of thanks was then passed to the directors, and the meeting separated. (A report from Mr. P. N. Johnson, and one also from Captain F. Phillips (the agent), were read, from their respective sources, as shall give notice in our next week's Journal.)

SHREVEPORT AND MANCHESTER RAILWAY.

At the half-yearly meeting of the proprietors of the above line, held at the Custom House, Shrewport, on Thursday, the 28th inst., JOHN PARKER, Esq., in the chair, the report stated that the works throughout the line were going on satisfactorily, and the directors unanimously expressed the hope that the line would be ready for opening in the early part of next year. As the traffic had been satisfactory. There was a number of 1213 shares, which it would be highly desirable to have taken up. It was hoped a junction would be formed between them and the Manchester and Birmingham line, as it would be advantageous. Mr. Green (the Clerk of Shrewport) had agreed to go to an expense not exceeding £1000, for having a branch line to Shrewport, the directors agreeing to pay 2 per cent. for the railway—and other

projects were in contemplation; it also recommended the forfeiture of some old shares (£405), on which 7s. 11d. had been paid. Mr. Bailey and Mr. Nicholson went out of the direction by rotation, but were eligible for re-election.—The report and accounts were then unanimously adopted.—Mr. JOHNSON (the proposer of the resolution) congratulating the proprietors on the fact, that the profits on the past year were 2000l. more than on the previous one.—The directors who went out of office were re-elected, and the 405 shares were duly forfeited, as recommended in the report.—A vote of thanks was passed to the chairman and the directors, and the business terminated.

DURHAM AND SUNDERLAND RAILWAY.

At the half-yearly general meeting of the proprietors of this company, held at the Exchange Rooms, Sunderland, on Tuesday, the 26th inst., WILLIAM BRILL, Esq., in the chair (which was most numerously attended), the report and accounts presented were of a most satisfactory nature, and the meeting appeared convinced that, with perseverance in the present system of wholesome economy, and from the large accession of traffic which had, for several months, been accruing on their line, and the almost certain prospects of a still further and progressive increase, the company would at length, after all their difficulties, become a highly prosperous concern. There has been an increase during the past half-year, in comparison with the corresponding period of the previous year, in the loading and shipment of coals, and conveyance of passengers and merchandise, of 19271. 7s. 7d.; the net profits for the half-year were 26311. 19s. 11d., and the directors recommended a dividend of 12s. 6d. per share, payable on the 1st of May, clear of income tax—this 50 per cent. more than the company ever paid before, and there is every prospect that this will be still further increased. The directors have modified the charges on merchandise; the double line of railway on the South-bank incline has been completed, as also the iron bridge for carrying the Stockton turnpike-road over the railway; the money which the company have borrowed is now at the ordinary rate of interest, and everything appears to be tending to give additional confidence in the future welfare of the concern. Collieries which are expected to produce a very superior quality of coal are being brought into full operation—viz., Messrs. Monney's, at Elvet; Messrs. Rackhouse and Bell, Farewell-hall; the Burn-hall estate; and Crossdale Colliery, which, it is expected, will produce an additional income of 10,000l., or 11,000l. per annum. The Shotton Colliery has also lately forwarded some coals by this line, which, if continued, will still add considerably further to their profits; and, from some idea being entertained of forming a dock on the south side of the Wear, and other circumstances, the present position of this railway has caused a rise of 100 per cent. in the price of shares, which are now worth 39l., and are still improving.—The greatest unanimity pervaded the meeting, the acclamations swelling which characterized former ones had entirely vanished, and the report having been unanimously received and adopted, the dividend declared, and the usual routine business gone through, a vote of thanks was passed to the chairman, and the meeting broke up.

DUBLIN AND KINGSTOWN RAILWAY.

The annual meeting of the shareholders in this company was held in Dublin, on Thursday, the 27th inst., F. LOW, Esq., in the chair.—From the report it appeared that an increase had taken place in the past year, over the previous one, in passengers 138,185, and in the receipts 28544. 1s. 1d. All the works in progress had been completed, with the exception of the sheds at Kingstown, which had been delayed at the request of the commissioners of the harbour. It stated that all the works on the atmospheric line to Dalkey were now completed, and bore testimony to the highly satisfactory manner in which the contractors had fulfilled their engagements to the company. It alluded to the correspondence which had taken place between the directors and the Lords of the Treasury, respecting the covering the line in the immediate neighbourhood of the harbour (which has been referred to in our columns), and the report of Mr. Walker, the engineer, who recommended alternate coverings and open spaces, which would be adopted; the objections of the Lords had been withdrawn, and the Dalkey line would be opened on the 29th inst. (yesterday).—From the accounts it appeared that the gross profits for the year had been 23,694. 13s. 1d.—from which was to be deducted, paid loans 6000l., interest 1500l.—leaving a net profit of 16,194. 13s. 1d., from which is to be set apart for contingencies one-eighth, and the surplus of the past year being added, leaves an available surplus of 15,895. 19s. 7d., from which a dividend of 6d. per share was recommended, which will then leave a balance of unappropriated profits of 1935l. 19s. 7d.—The report was then unanimously adopted, the dividend declared, and a series of resolutions passed (for which see our advertising columns), after which a vote of thanks was carried to the chairman, directors, &c., and the meeting separated.

BRITISH AMERICAN LAND COMPANY.

The annual general meeting of the proprietors in this company was held at the London Tavern, Bishopsgate-street, on Thursday, the 28th inst. At two o'clock, the chair was taken by G. R. ROBINSON, Esq. (the governor of the company).—Mr. GALT (the secretary) read the advertisement calling the meeting, also the minutes of the annual meeting of March 21, 1843, and those of the special meeting of Nov. 30 last, which were confirmed.—The *CHAIRMAN* said, through some complaints on the part of several proprietors, of not being in possession of the state of affairs previous to the meetings, the directors had prepared a report and an elaborate statement of the company's affairs in a financial point of view, on which it was not necessary for him then to make any observations, as they were in the hands of the proprietors; but after the report had been read, he would be happy to answer any questions. If proprietors had before complained of being summoned to the meetings without possessing sufficient information, he was happy to say that as such complaint could exist on the present occasion.—Mr. GALT then read the directors' report.

The report stated that the sales during the last year have amounted to 34,800 acres, for 17,000, 10s. 6d. sterling. This amount is entered on the last and last, and more 1 per cent. interest, being an increase over the sales of 1842 of 25,347 acres, 13,100, 10s. 6d. sterling. In their last report the directors announced that having sold the third class, Mr. GALT, in answer to an inquiry with the committee, Mr. FROST, during the session of the Canadian Legislature, is guarding, as he is, the interests of the corporation. Mr. GALT has since returned, and reports that, from the political difficulties that have arisen between the Government and the late executive council, the session terminated abruptly, without agreeing in respect to the monetary institutions of Canada. The directors, therefore, only expressed their confidence, that the longer period thus afforded to the committee for consideration, will enable them to arrive at a just decision on the important question, with which the interests of the company are so intimately connected. The following statement of the sales during the last year is submitted:

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